



# National Transportation Safety Board

## Aviation Incident Data Summary

<b>Location:</b>	BOSTON, MA	<b>Incident Number:</b>	NYC89IA185
<b>Date &amp; Time:</b>	08/10/1989, 1046 EDT	<b>Registration:</b>	N915TS
<b>Aircraft:</b>	BOEING 727-254	<b>Injuries:</b>	2 Minor, 54 None
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

### Analysis

THE CREW OF A BOEING 727 WAS UNABLE TO LOWER THE NOSE LANDING GEAR BY EITHER NORMAL MEANS OR BY USE OF THE MANUAL HANDCRANK. A NOSE GEAR UP LANDING WITH AN EMERGENCY EVACUATION THROUGH THE L1/R1 EXITS WAS MADE. POST INCIDENT INVESTIGATION SHOWED THAT BOTH LINKS WHICH REMOVE THE LOCKING PAWLS IN THE NOSE GEAR DRAG BRACE WERE FRACTURED. WHEN EXAMINED AT BOEING METALLURGICAL LABORATORY, NO EVIDENCE WAS FOUND THAT BUSHINGS WERE INSTALLED.

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this incident to be: THE FAILURE OF THE LANDING GEAR DRAG BRACE TO UNLOCK DURING LANDING. CONTRIBUTING WAS THE FAILURE OF PACIFIC SOUTHWEST AIRLINES TO CATCH THE INCORRECT ASSEMBLY. AN ADDITIONAL FACTOR WAS THE USE OF FAULTY INFORMATION BY EASTERN AIRLINES AND THEIR DECISION TO NOT MAKE THE INSPECTION REQUIRED BY THE BOEING SERVICE LETTER.

### Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: APPROACH

#### Findings

1. (C) LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
2. (C) MAINTENANCE, OVERHAUL - INADEQUATE - OTHER MAINTENANCE PERSONNEL
3. LIGHT CONDITION - DAYLIGHT
4. (F) MAINTENANCE, SERVICE BULLETIN/LETTER - INFORMATION INSUFFICIENT - OTHER MAINTENANCE PERSONNEL

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Occurrence #2: GEAR NOT EXTENDED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Pilot Information

Certificate:	Airline Transport; Commercial	Age:	47
Airplane Rating(s):	Multi-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	13900 hours (Total, all aircraft), 7500 hours (Total, this make and model), 2800 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N915TS
Model/Series:	727-254 727-254	Engines:	3 Turbo Fan
Operator:	TRUMP SHUTTLE	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	Flag carrier (121)	Engine Model/Series:	JT8D-7B
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BOS, 20 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 150°
Temperature:	23°C	Visibility	9 Miles
Precipitation and Obscuration:			
Departure Point:	FLUSHING, NY (LGA)	Destination:	

## Airport Information

Airport:	LOGAN INTL (BOS)	Runway Surface Type:	Asphalt
Runway Used:	33L	Runway Surface Condition:	Dry
Runway Length/Width:	10081 ft / 150 ft		

## Wreckage and Impact Information

Crew Injuries:	7 None	Aircraft Damage:	Minor
Passenger Injuries:	2 Minor, 47 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC): ROBERT L HANCOCK

Adopted Date: 08/26/1992

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.